

UNITED STATES OF AMERICA
NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C.

ISSUED: July 24, 1972

Adopted by the NATIONAL TRANSPORTATION SAFETY BOARD
at its office in Washington, D. C.
on the 12th day of July 1972

FORWARDED TO:)
Honorable John H. Shaffer)
Administrator)
Federal Aviation Administration)
Washington, D. C. 20591)

SAFETY RECOMMENDATIONS A-72-110 & 111

The National Transportation Safety Board is currently investigating a fatal accident involving a Bell Model 206A Helicopter, N25BB, which crashed on June 26, 1972, while transporting three CBS, Inc., newsmen covering the Harrisburg, Pennsylvania, flood disaster area. The accident occurred on the approach to a landing at the Capitol City Airport, New Cumberland, Pennsylvania, after a main rotor failure. The pilot and the three passengers received fatal injuries.

Examination of the recovered main rotor blade revealed that the blade separated from the yoke assembly at the inboard strap assembly attachment pin. The remaining parts and components of the main rotor hub and other blade assembly fell into the river and have not been recovered.

The main rotor hub assembly, P/N 206-010-100-5, S/N JIJM-0024, had a total service time of 1071.2 hours. The overhaul time on this assembly is 1,200 hours.

Although fractured hub parts have not been recovered, the Board believes that separation of the blade most likely occurred as a result of a failure of the retention strap fitting, P/N 206-010-155-7, since the attaching pin, P/N 206-010-123-1, still remained intact in the P/N 206-010-105-3 strap assembly. In this regard, we understand that five previous cracked strap fittings have been found in service before the 1,200-hour retirement

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time had been reached.


To reduce the likelihood of similar catastrophic rotor failures, the Safety Board recommends that the Federal Aviation Administration:

1. Require an immediate inspection of all Bell Model 206A/206B main rotor hub retention strap fittings which have 900 hours or more time in service.
2. Reduce the present 1,200-hour retirement life of the strap fitting.

Personnel from our Bureau of Aviation Safety have been in contact with your Flight Standards representatives and will be made available if any further information or assistance is desired.

These recommendations will be released to the public on the issue date shown above. No public dissemination of the contents of this document should be made prior to that date.

Reed, Chairman, McAdams, Thayer, Burgess, and Haley, Members, concurred in the above recommendations.


By: John H. Reed
Chairman